It is submitted that using containers that have an inner volume, and loading the freight therein, provides a significant advantage over the pallets of the Freeman reference. Because the loaded containers are typically loaded onto a barge, railcar, trailer or the like for further transportation, the containers protect the freight from the elements (such as sea spray, rain, snow, wind, etc.) during such shipping. The containers also protect the freight during handling of the containers (i.e. if a container inadvertently impacts a wall, another container or other structure). Furthermore, the closed nature of the containers helps to protect the freight from theft, tampering or vandalism. Thus, it is submitted that the "closed volume" nature of the containers provides significant advantages not provided by the pallets of the Freeman reference.

Furthermore, it is submitted that the term "containers adapted to contain and protect freight in a marine environment" connotes a container that is significantly different from the pallets of the Freeman reference. It is submitted that the term "container" connotes a specific type of receptacle used in the shipping industry. More specifically, it is submitted that the term "container" connotes, to one of ordinary skill in the art, a relatively large, rigid receptacle with an inner volume used to receive freight therein during shipping. Thus, although the term "container," without any context and used by itself, may connote a large class of enclosures, it is submitted that when the term is used in the shipping industry arts (i.e. the area of art to which this application pertains), the term "container" carries a specific meaning of relatively large containers used for shipping and that may be used in a "containerization" system. The attached print-outs from various web page illustrate this usage of the term "container" in the shipping industry.

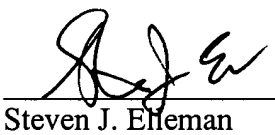
It is submitted that this interpretation of the term "container" is further supported in the claims wherein each container is described as being "adapted to contain and protect freight in a marine environment." Accordingly, it is submitted that the claims of this application are further distanced from the Freeman reference because the containers of the present invention differ significantly from the pallets of the Freeman reference.

New claims 32-35 further distance the claimed invention from the Freeman reference. It is submitted that new claim 33, which specifies that a person or vehicle enters the container to

load the container, does not add any new matter. As noted at page 1, line 9 of the original application, the containers are filled with freight. At page 2, lines 24-25, it is indicated that the containers are 53 feet long, 8.5 feet wide and 9.5 feet high in a preferred embodiment. Accordingly, it is submitted that one of ordinary skill in the art would understand that a workman or a vehicle could enter the container to load the container. Furthermore, it is submitted that one of ordinary skill in the art would appreciate that it is a common practice in the art to load containers in this manner.

In view of the foregoing amendments, the application appears to be in a condition for allowance, and a formal notice thereof is requested. The Commissioner is hereby authorized to charge any additional fees which may be required by this paper, or to credit any overpayment to Deposit Account 20-0809.

Respectfully submitted,



Steven J. Eleman
Reg. No. 41,733

THOMPSON HINE LLP
2000 Courthouse Plaza NE
10 West Second Street
Dayton, Ohio 45402-1758
(937) 443-6838

Date: August 31, 2001

MARKED-UP COPY OF AMENDED CLAIMS

16. (Twice Amended) A method of loading containers on a marine vessel comprising the steps of:

selecting a plurality of containers adapted to contain and protect freight in a marine environment, each container having a set of outer walls defining an inner volume;

loading freight into said inner volume;

individually lifting and transporting each container by means of a vehicle over a ramp to a storage deck of a marine vessel, said ramp and storage deck having sufficient strength to support said vehicle when said vehicle is transporting a fully loaded one of said containers;

positioning each container at desired locations on said deck by means of said vehicle for transportation by said marine vessel; and

securing said container to said deck at said locations.

22. (Twice Amended) A method of offloading containers from a marine vessel comprising the steps of:

selecting a plurality of containers adapted to contain and protect freight in a marine environment located on a deck of a marine vessel, each container having a set of outer walls defining an inner volume and having freight loaded therein;

individually lifting and transporting each container by means of a vehicle over a ramp from a storage deck of a marine vessel, said ramp and storage deck having sufficient strength to support said vehicle when said vehicle is transporting a fully loaded one of said containers;

placing each container at desired locations on an associated dock by said vehicle.

24. (Twice Amended) A method of transporting containers by a marine vessel comprising the steps of:

selecting a plurality of containers adapted to contain and protect freight in a marine environment, each container having a set of outer walls defining an inner volume;

loading freight into said inner volume;

individually lifting and transporting each container by means of a vehicle over a ramp to a storage deck of a marine vessel, said ramp and storage deck having sufficient strength to support said vehicle when said vehicle is transporting a fully loaded one of said containers;

individually positioning each container in vertical stacks at desired locations on said deck by means of said vehicle for transportation by said marine vessel, and securing said containers in vertical stacks to each other by means of semiautomatic twistlocks;

securing each container to said deck at said locations by semiautomatic twistlocks;

towing said marine vessel with each container secured to said deck thereof from a loading site to a destination site; and

offloading each container from said vessel at said destination site by a reach stacker vehicle.

25. (Thrice Amended) A method of transporting containers with a marine vessel comprising the steps of:

selecting a plurality of containers adapted to contain and protect freight in a marine environment, each container having a set of outer walls defining an inner volume and having freight loaded therein;

lifting a container by means of a vehicle;

causing said vehicle to travel over a ramp to a storage deck of a marine vessel, said ramp and storage deck having sufficient strength to support said vehicle when said vehicle is transporting a fully loaded one of said containers;

positioning said container at a desired location on said deck by means of said vehicle; and

repeating said lifting, causing and positioning steps for each of said plurality of containers[;

securing said containers to said deck at said locations; and

towing said marine vessel with said containers secured to said deck thereof to a destination site].

210456.1

GFR REEFER CONTAINERS

Leasing, Buying, Selling and Trading Worldwide Since 1972

Available Equipment Types

(All dimensions are external)

EQUIPMENT
CONTACT INFO
ABOUT GFR
INVENTORY
SUGGESTIONS
REEFER STORAGE
SERVICES
HOME

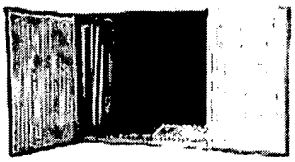
Intermodal Containers for Transportation/Storage:

Refrigerated for Temp. Ranges -20 f to + 65f degrees

All electric 230/440 volts 3 phase (please specify)

20 foot x 8'6" high

40 foot x 8'6" and 9'6" High Cube



Custom lengths available

Dry Container 20/40 Foot + 40 Foot High Cube

20/40 foot Open Tops, Flat Racks and Tanks

Support and Infrastructure for Intermodal Uses:

Generators diesel individual unit power supply

Clip On/Chassis mount/ stationary 12.5- 15 kW

Deisel Power Packs 150kW and larger, or custom designed

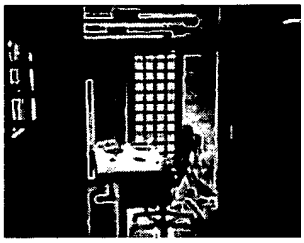
Chassis for container drayage, 20/40 foot custom lengths

Intermodal trailers:

Refrigerated/Insulated/Dry for Transportion/Storage

26 to 53 feet in length custom lengths available

Special customized container structures:



Floor plans exist for the following or can be designed on a custom basis to fit intended needs and use requirements. There is not a limit to the adaptations and modifications. Houses, storerooms, guard shacks, offices, workshops, field offices, schools, clinics and construction.

MARINE FRIEGHT CONTAINERS

PROJECT CONCEPT

The proposed project envisages a facility for the manufacture of marine freight containers. Such containers are increasingly being used nowadays to move goods quickly, effectively and economically. Moreover, use of the freight containers reduces damages in transit and even pilferage of cargo. The containers can also be used for multi-modal transport. The current share of containerised cargo is a mere 18 percent of the country's total cargo. The share can well go up to 40 percent by the year 2000.

Marine freight containers are specially fabricated sheet metal boxes of standard sizes (20 and 40 feet) as specified by the International Standards Organisation (ISO). The capacity of container manufacturing or handling is expressed in 20 feet equivalent units (TEUs). The proposed project envisages an annual capacity of 15,000 TEUs.

MARKET SCENARIO

Marine freight containers are increasingly being used for shipping break bulk cargo, loose consignments and commodities which are off hazardous or freight nature. Containers have a ready export demand from international shipping and asset management companies. India has a competitive advantage in the manufacture of these containers because of the easy availability of trained manpower and a well developed fabrication industry.

RAW MATERIALS

The key row materials of the manufacture marine freight containers are high tensile steel sheets, rolled sections, door locking mechanisms, and corner casting. Steel sheets and rolled sections can be easily sourced from the two integrated steel plant in Bihar i.e. Bokaro Steel Plant and Tata Steel.

INFRASTRUCTURE

The land requirement for the proposed project is 15 acres. The power requirement will be around 2 MW.

PROJECT COST

The investment required for the proposed project is estimated at Rs. 400 million.

Back

Dry containers

Maersk Sealand's dry containers come in several sizes and designs:

- 20' with a payload up to 28.3 metric tons
- 40' - both 8'6" and 9'6" high cube - with a payload up to 30.4 metric tons
- 45' - 9'6" high cube - with a total capacity of 86 cubic metres

Display the table in ft/lbs

Dry / Steel		Door openings (mm)		Internal dimensions (mm)			Weight (kg)		
Type	Size	Width	Heigth	Length	Width	Height to load line	Max. Gross	Tare	Ma Payl
20" std	20' x 8' x 8' 6"	2,340	2,274	5,896	2,350	2,385	27,000	2,150	24,8
40" std	40' x 8' x 8' 6"	2,339	2,274	12,035	2,350	2,393	32,500	3,700	28,8
40" high	40' x 8' x 9' 6"	2,340	2,577	12,035	2,350	2,697	34,000	3,800	30,2
45" high	45' x 8' x 9' 6"	2,340	2,585	13,556	2,352	2,697	32,500	4,800	27,8

Dry / Aluminium		Door openings (mm)		Internal dimensions (mm)			Weight (kg)		
Type	Size	Width	Heigth	Length	Width	Height to load line	Max. Gross	Tare	Ma Payl
40" wide door	40' x 8' x 8' 6"	2,343	2,278	12,056	2,347	2,379	32,500	2,790	29,7
40" high	40' x 8' x 9' 6"	2,343	2,584	12,056	2,347	2,684	32,500	2,900	29,6
45" high	45' x 8' x 9' 6"	2,340	2,584	13,582	2,347	2,696	32,500	3,900	28,6

Please note there may be slight size variations for some containers, as well as limitations regarding acceptanc locations.

Special features

- Hangar beams which allow the transport og garments on hangars without futher packing
- An extra high payload and extra door-width versions
- Bull rings and lashing bars to give your cargo added security
- Ventilated containers for crops, such as coffee and cocoa

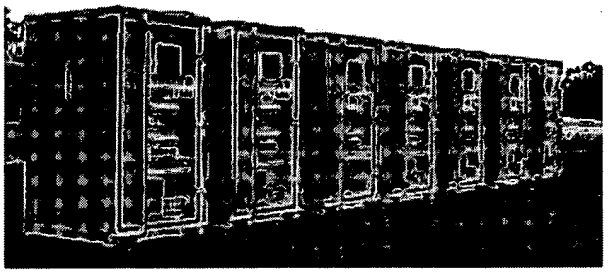
OFFSHORE CONTAINERS INTERNATIONAL PTY LTD

OCI

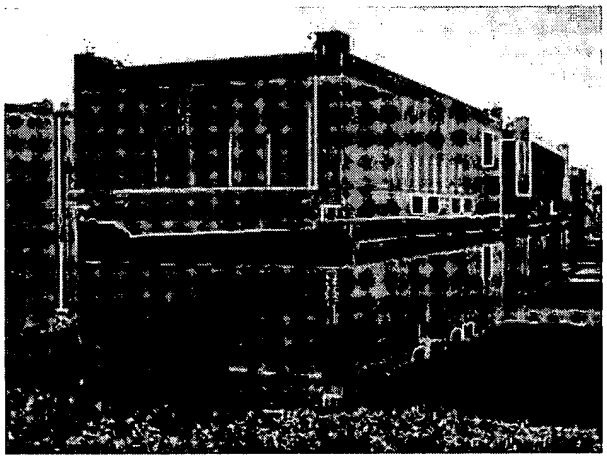
DNV CERTIFIED CONTAINERS

Refrigerated and Coolroom Containers
Can be supplied to customer specifications.

OCI Provides for sale or lease a full range of Det Norske Veritas (DNV) certified containers and baskets. Quality assurance is controlled by strict adherence to DNV guidelines. All of our containers have full trace-ability on critical components, welding consumables, weld procedures and welder qualification. Each container has an individual file containing every aspect of quality control, welding consumables, sling set details, and material trace-ability. Critical welds are tracked to an individual welder. Work inspection is by qualified DNV surveyors.



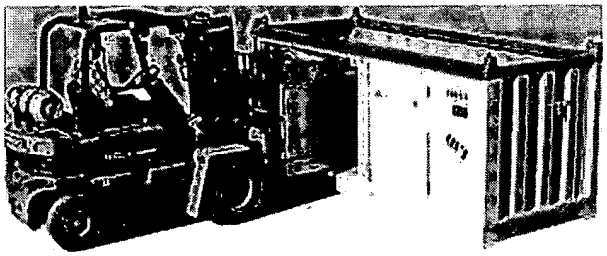
Mini Container
Available with mid deck to take a second pallet.



20 x 8 Half Height Basket

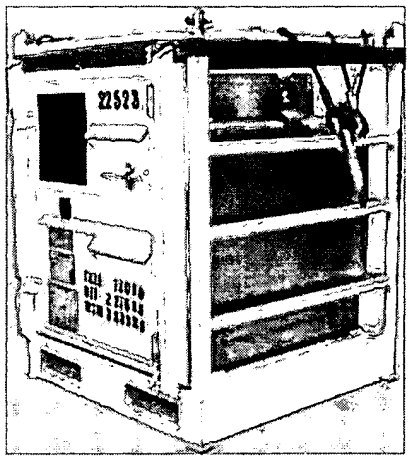
Offshore containers that are designed, approved, fabricated and tested to DNV offshore container certification requirements are the **only** offshore containers that have **worldwide acceptance** by all regulatory authorities, offshore operators & supply vessel companies.

OCI can provide full engineering & design services for all your container needs including Engineering and Design changes to existing Containers for Certification. Our welding workforce is amongst the most highly qualified in Australia with many years of fabrication experience in the oil & gas industry.

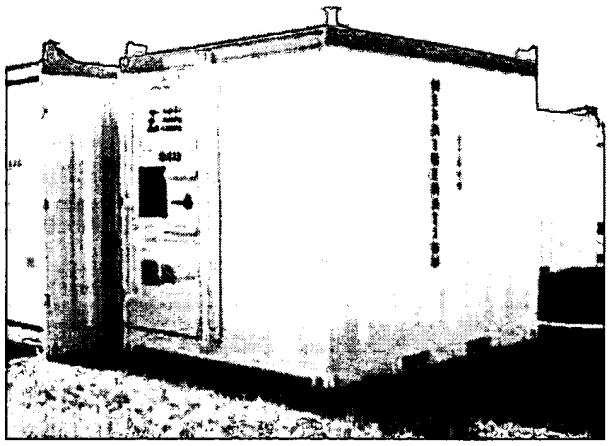


OCI manufacture a range of Baskets with opening doors
to allow forklift access and ease of access.

"Twistlok" fittings provide for
securing and ease of road transport.



Special purpose protection frames
for tanks and vessels
designed and approved to
customer requirements.
Compliance with IMDG code & container codes.



Closed offshore containers.
10ft. 15ft. & 20ft.

Sale
24 Hunt Place
Wurruk/Sale VIC 3850
Australia
Ph. +61 3 51431622
Fax. +61 3 51441708
Email: info@ocint.com.au

Perth
42 Dowd St
Welshpool WA 6106
Australia
Ph. +61 8 9353 3840
Fax. +61 8 9353 3850

Darwin
Lot 5062 Tivendale Rd
Berrimah NT 0828
Australia
Ph. +61 8 8947 3961
Fax. +61 8 8947 3981

Home Page

PROTO POWER WEST

A-LINE
A division of PROTO POWER WEST

Home | Up

Containers

Return to Site Index

Gunderson Cars | Thrall Cars | Containers | Yard Equipment

CONTAINERS

You'll find these A-LINE containers to be the most finely detailed, accurately scaled containers available. The one-piece body incorporated superb detail (doors, rivets etc.) and a detailed tunneled floor to accept a container chassis "bogie"). Additionally, all A-LINE containers feature our exclusive molded plastic inter-box connector pin system to securely fasten (without glue) two containers, also allowing for easy stacking and unloading of doublestack equipment to simulate prototypical load changes.

20' CORRUGATED CONTAINERS

This popular 20' container features the "beveled" type of corrugation on the sides and roof. Two logo panels on the sides and two styles of rear doors (with separate door bars) are included. The body is precision molded as a one piece unit in styrene. As with all A-LINE containers, this model is compatible with our exclusive inter-box connector pin system for stacking containers.

$5.95 (2 per pkg.)

#25500 - Smooth Doors 2 Logo panel
#25510 - Corrugated Doors/2 Logo panel
#25520 - Smooth Doors/All Corrugated Sides
#25530 - Corrugated Doors/Corrugated Sides

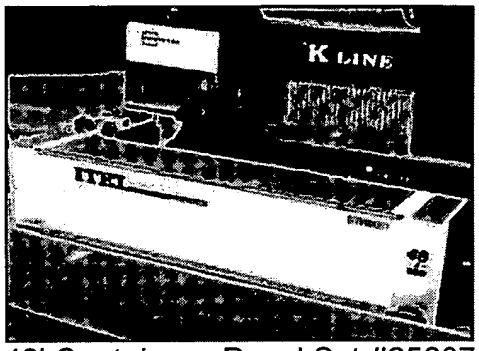
40' & 45' RIBBED CONTAINERS

Among the most common 40 & 45 foot ribbed (outside braced) containers are the Fruehauf and Trailmobile designs manufactured under license in Japan and Korea. Measuring 8.5' high and 8' wide, they feature steel exterior ribs and an aluminum alloy skin. They are used most frequently by American President Lines (APL), Sealand and Maersk but are also found in other companies paint schemes. The A-LINE HO scale version is faithfully reproduced in silver/gray styrene. (2 per pkg.)

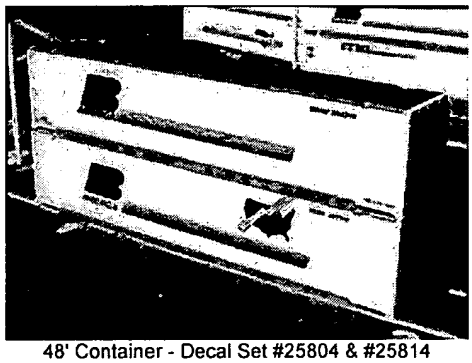
#25100 - $7.50 - 40'Ribbed Undecorated
#25200 - $7.50 - 45' Ribbed Undecorated
#25101 - $7.95 - 40' Ribbed Painted Silver
#25201 - $7.95 - 45' Ribbed Painted Silver

48' SMOOTHSIDE CONTAINER

In 1985 a small series of 48 foot containers were built by Neptune for APL. The new size proved to be popular and soon other operators were ordering 48' domestic containers. The A_LINE kit replicates the most common 48' container produced to date, the Monon built interior post aluminum version. XTRA was the largest purchaser with others featuring APL/ APC, Santa Fe, CSL Intermodal, Interdom and KCS markings. Other operators include ITEL,BN,CP Intermodal, SPCN Intermodal and Conrail Mercury.



48' Container - Decal Set #25807

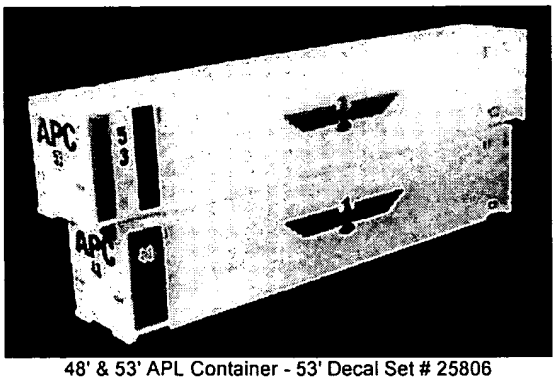

48' Container - Decal Set #25804 & #25814

#25300 - $ 7.50 - 48' Smooth Undecorated
#25301 - $11.50 - 48' Smooth Santa Fe
#25303 - $11.50 - 48' Smooth APL

53' SMOOTH SIDE CONTAINER

In 1988, XTRA, in cooperation with American President Lines, introduced the 53' domestic container. An initial batch of 300 outside braced version were built by Neptune. These were Soon followed by the more common interior post ("smooth side") version. This A-LINE kit replicated the Monon built smooth side 53' long, 9.5' high & 8.5' wide domestic container operated by APL/APC, Santa Fe and Conrail Mercury.

#25400 - $7.50 - 53' Smooth Undecorated
(2 per pkg.)



48' & 53' APL Container - 53' Decal Set # 25806

CONTAINER DECAL SETS

Made for A-LINE by Microscale. Each set is accurately scaled and printed on high quality thin film in the correct colors and include our exclusive, all new detailed painting and decaling diagrams and instructions.

$4.50 ea.

#25800 - APL (silver containers doe 4-40' & 2-45')
#25801 - Maersk (old style-silver containers-does 4-20' or 4-40')
#25802 - Sealand (old and new style-silver containers does 6-40')
#25803 - Maersk (new style-silver containers-does 1-40' &2-45')
#25804 - BN America (white container-does 3-48')
#25805 - APC 48' (white container-does 3-48')
#25806 - APC 53' (white containers-does 3-53')
#25807 - ITEL,BN,ITEL 48' (white containers-does 4-48')
#25808 - Santa Fe (white containers-does 2-45' - Does 4-48' & 2-53')
#25809 - CSX,CSL Intermodal (white containers - does-4-48')
#25810 - XTRA (SF,CSX) (white containers-does 6-48')
#25811 - SP (white containers-does 8-48')
#25812 - CN Intermodal (white containers - does 4-48')
#25813 - CP Rail Intermodal (white containers - does 6-48')
#25814 - BN America "special scheme" (white containers-does 3-48')
#25815 - Conrail Mercury 48' (white containers does 3-48')
#25816 - Conrail Mercury 53' (gray containers-does 3-53')
#25817 - Con Quest (white containers does 4-48')
#25819 - NOL 20 & 40' (white containers does- 5)

Return to Site Index

How To Order

[Home] [Up]

Primary email address for PPW/A-Line is ppw-aline@worldnet.att.net
Please send all product questions and/or comments to this address.

Gal Marine LTD

Marine containers and ship repairs
Marine containers sale
Mobile houses manufacture

גל מרין בע"מ
תיקוני מכולות ואניות
מכירת מכולות
יצור מבנים ניידים

The company was established in 1972 and its main field of activity, at present, is repair and sale of shipping containers and the fabrication and sale of portable structure for any purpose. Gal Marine is a subsidiary of Zim, the Israeli Shipping Line.

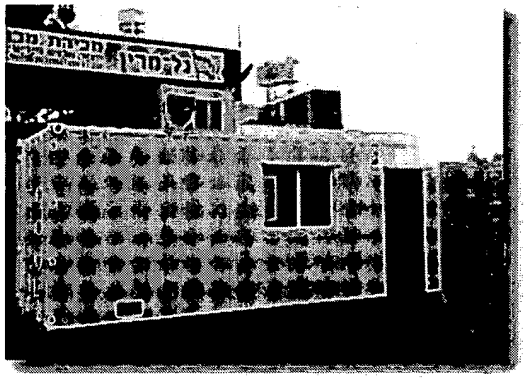
Areas of activity:

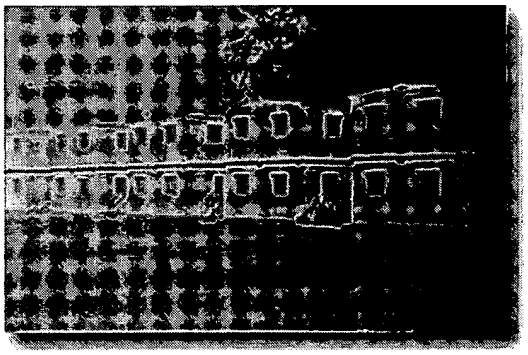
- Repair of shipping containers.
- Fabrication of portable structures.
- Sale of shipping containers.
- Refrigeration containers.
- Execution of works for shipping companies, importers and private customers.
- Erection of prefabricated.

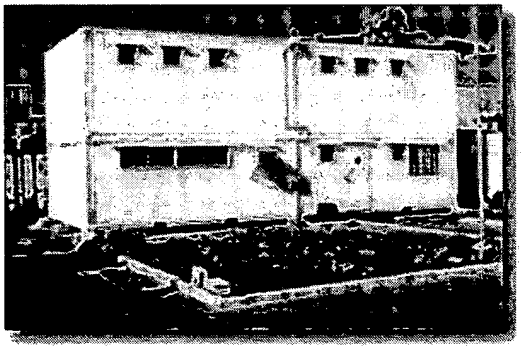
Fabrication of portable structures for any purpose:
offices, residential applications, workshops, warehouses, classrooms, field showers, and any other application that might occur to the customer in any area.

Dining Room

Office







Home פתיחה

Haifa Branch: P.O.B 10215 Haifa Bay 26111 Israel
Tel: 972-4-8605540, 972-4-8605545 Fax: 972-4-8605537 , 972-4-8605546
E-mail:marine01@netvision.net.il
Ashdod Branch: P.O.B 4007 Northern Ind.Zon Ashdod 77140 Israel
Tel: 972-8-8531375, 972-8-8521037 Fax: 972-8-8531386
E-mail:marine02@netvision.net.il

CONTAINER CHASSIS, Model CC3GN-48T

3" Gooseneck, Fixed Tandem. Also Available in 53' Model

STANDARD SPECIFICATIONS:

- **BASE MODEL**: *CC3GN-48T (Container Chassis) 3" Gooseneck style, 48-foot, tandem fixed.
- **CAPACITY**: One 48 ft. hi-cube container loaded to a legal gross weight.
- **SUSPENSION**: Progressive action with two leaf springs. Fabricated spring hangers welded to main frame. Allows for 40 ft. kingpin to centerline rear axle.
- **AXLE**: 5" tubular beam, 77-1/2" tack, tapered roller bearings, HM218248 inner, HM218210 outer.
- **BRAKES**: 16-1/2 x 7" air actuated, with spring brake chambers, recessed rigid polarized air couplers. Brake system meets FMVSS-121 requirements.
- **WHEELS**: Cast steel, 5-spoke, 20" diameter with heavy duty cast iron drums.
- **OIL SEALS**: Visual oil level type.
- **RIMS**: 20 x 7.5 two piece demountable.
- **TIRES**: 10.00-20 lube type, load range F, 12-ply rating.
- **LANDING GEAR**: Two speed vertical, tubular legs with 10" x 10" heavy duty, low profile shoes and axles. Landing gear to be braced aft, inboard and between legs.
- **MAIN FRAME RAILS**: Rear beams are 12" at 16 lbs./ft. hot rolled hi-tensile (50k min. yld.) I-beam and forward beams are 3" deep x 7" wide x 1/4" wall tubular structure. 3/8" hi-tension flange at juncture of forward and rear beams. Overall frame width to be 48" and gooseneck width to be 32". (3) over-center latches on each main rail for locking down container.
- **UPPER COUPLER**: ARR kingpin, 36" setting, 1/4" HSLA steel plate spanning main frame and extruding to 16" behind kingpin center line.
- **FRONT BOLSTER**: Fabricated hi-tensile steel with front locking pins. Bolster includes recessed protection for air couplers, electrical connector and guide for container tunnel.
- **REAR BOLSTER**: Fabricated hi-tensile steel with cantilevered twistlocks located for interfacing with container rear corners. Bolster gusseted to rear frame for AAR application.
- **ELECTRICAL**: Modular wiring harnesses, sealed and molded to accept plug-in sealed lamps. 12-volt 7-way socket per FMVSS-108 requirements.
- **BUMPER**: I.C.C. drop bumper weldment below rear bolster and two rubber bumpers in line with mainframe rails.
- **MUD FLAPS**: 24" wide anti-sail type mounted below rear bolster.
- **PAINTING**: Entire frame is coated with black undercoat material except landing gear crank handle, twist-lock handles and rims to be black enamel.

ALSO AVAILABLE IN 53' MODEL!

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

 Back to Container Chassis Menu

 Back to Product Line

Stoughton Trailers, Inc.
Phone: 608-873-2500
Fax: 608-873-2575